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Hongkong, 11th March, 1913. [a]616

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TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a]36

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Hongkong, 1st January, 1913. [a]146

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"Braeside," 20, Macdonnell Road
Hongkong, 4th December, 1907. [a]34

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The Daily Press.

HONGKONG, JULY 7th, 1913.

AFTER Mr. MONTAGU's statement in the House of Commons on May 7th, it is certain that, thanks to the manner in which fanatics at Home have hampered the Government and prevented it from putting any effective pressure on China to make her fulfil her share of the 1911 Agreement, the export to China of Indian opium is at an end. This cessation of Indian exports may, it is true, be in the interests of the dealers rather than as a concession to the Chinese Government, and colour is lent to this view by the Under-Secretary for India's reservation of the possibility of the renewal of the sales and export at some future date should China "show by her own action that she will not actually benefit by the cessation." This reservation, however, may be taken for what it is worth; after the British Government has foregone its Treaty rights at a time when opium is being grown openly and with official sanction in Kainan, and when it is also widely cultivated in Yunnan, Chekiang, Fokien, and Kweichow, it is scarcely conceivable that any less than a wholesale recrudescence of poppy growing will lead her to resume the rights that she has abandoned, while it is certain that any such resumption would be the signal for such an outcry from the "friends-of-China" at Home and for such concerted opposition from the Chinese side as would make the position even more impossible than it has been during the last few months. It might be thought that having achieved the cessation of Indian export, the opiumophobes might well be satisfied, and be content to a low

the merchants to continue to work off their accumulated stocks at the steady rate at which they have been doing so during the last few months, thus avoiding the possibility of a grave financial crisis. Such a solution need present no difficulty, and the opium question would disappear automatically with the exhaustion of the present stock at the end of a couple of years. (Mr. MONTAGU's estimate of a year for the consumption of the stocks would appear to be optimistic; he reckons on a monthly sale of 2,000 chests, but General CHANG, China's Anti-opium Delegate, quotes the average for the first four months of this year at 1,358.) The Chinese Government certainly could not urge a grievance, as it is entirely due to the restriction imposed by the central and provincial authorities that the problem of the accumulated stocks exists at all. The stocks represent a portion of the quantity that China solemnly covenanted to allow to be imported during 1911 and 1912 (the amount actually imported during 1911 was only some 27,000 chests of Indian opium, as against the 30,600 provided for in the 1911 agreement); it is in any way unreasonable or unjust to claim that she should allow them to be imported gradually during 1913 and 1914, especially after she has been given to understand that it is a practical certainty that no more will be exported from India for China? But even this minimum is not to pass unopposed by the anti-opium party at Home, and, after paralyzing their country in her efforts to enforce her rights under the Treaty, they will now be content with nothing less than making her "eat dirt" by taking away from China the opium that her nationals have brought there in virtue of China's treaty promises, that many Chinese are anxious to purchase, that is now being sold regularly and without difficulty at the rate of some 1,500 chests a month, and on a portion of which China has collected the increased import duty conceded under the very Agreement that she refuses to keep. "Let India be content with having already made out of opium for China about twice as much money as in 1907 could have been expected from the whole then future Indo-China opium trade. And let China at once go free." Great indeed, has been the wrong we have long done her.

Proportionately great is the obligation now resting upon us to set her immediately free. Thus Mr. T. C. TAYLOR in the *Contemporary Review*: his remedy is that the production for sale in non-Chinese markets should be diminished by the amount of the accumulated stocks in China, and then, presumably, that Great Britain should permit China to declare opium contraband and so compel the dealers to transfer their stocks elsewhere and abandon the market that, on General CHANG's own showing, is now voluntarily taking 1,358 chests a month. There is, however, one point that is often overlooked by the people who devise these schemes for extricating China from her own net—the fact that the opium dealers are merchants and carry on their business for mercantile ends. They do not make a hobby of selling opium to China; they would be equally ready to transfer their stocks anywhere else where they could dispose of them on as advantageous terms, and, it is reasonable to believe, rather than see their capital locked up idle for so many months, would long ago have shipped their stocks to other parts if they saw a chance of realizing there in competitive markets prices which would be proportionate to what they had paid for the certificated drug. In view of the enhanced price the opium certificated for China commanded at the auctions, it is difficult to see how, even if the export to non-Chinese markets were proportionately diminished, the purchasers of this certificated opium could avoid an uncalculated and unjustifiable loss, and it would appear doubtful whether, in competition with the uncertificated drug, even the purchase price could be realized. The opium dealers are in no way responsible for the "impasse" that would occasion this loss, neither is the British nor the Indian Government. China alone is the guilty party, and it would be nothing but fair that she should be called upon to indemnify the dealers. It was in view of her Treaty undertaking that these latter paid the enhanced prices; it would be reasonable, then, that if they have to transfer their stocks to other markets, China should be required to refund to them the difference between the prices of certificated and uncertificated opium. We can see no real justification for disturbing the existing arrangement under which the stocks are being gradually worked off, but it seems that China has been pressing for their removal. The last terms on which the British Government should consent should be a payment by China to compensate for the loss directly occasioned by the difference in prices. All that China has so far offered is to pay the cost of re-shipment to another market.

The plague return for Saturday shows that there were four more cases, making a total of 192.

An unsuccessful attempt has been made by burglars to rob the safes of the International Bank at Kobe.

A lad from the *Mausang* has been removed to hospital suffering from a wound in the right side, which is supposed to have been self-inflicted.

At the forthcoming annual general meeting of the shareholders of the Shanghai Dock and Engineering Co. the Directors will recommend the payment of a dividend of Tls. 3 per share.

A Chinese, who was employed on the *Chu Mien*, was set upon by four Chinese on the Lee-Keo-wharf, Yaumati, and received knife wounds in several parts of the body. He was sent to hospital.

A chimney fire occurred at 17, Chiu Ling Street, Central District. P.C. Hunt was quickly in attendance, and with the aid of the inmates soon extinguished it. The constable had the misfortune to fall downstairs as he was leaving the building, and was so badly hurt that he had to go to hospital.

The *Japan Chronicle* of the 24th ult. remarks:—"The Siberian mails continue to arrive with that irregularity which is becoming regular. We hear of business-men regularly getting 'copies' of correspondence before the originals turn up. Both the British and Japanese postal authorities have made what the diplomats call 'representations' to the Russian postal authorities, but evidently with little success."

At the Marine Court, before Commander Basil Taylor, R.N., Mr. E. Jones, assistant Harbour-master, charged Capt. Weatherhead, of the *Shin On*, with failing to report damage to his ship within 24 hours after the occurrence of the same, or as soon thereafter as possible. Mr. Reader Harris (of Messrs. Wilkinson & Grant) defended. Mr. Jones said the defendant brought him his log book for endorsement on the 3rd July, showing damage to the port propeller of which witness had received no verbal report. Defendant contended that he reported at the earliest opportunity. A caution was administered.

The following returns of the average amount of bank-notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1913, as certified by the Managers of the respective Banks are published in the *Gazette*:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 5,123,995	\$ 4,000,000
Hongkong and Shanghai Banking Corporation	19,489,534	16,000,000
Mercantile Bank of India, Ltd.	567,051	275,000*
Total	\$25,180,580	\$20,275,000

*Securities with Crown Agents, £73,000.

THE HIPPODROME CIRCUS AT CANTON.

The Hippodrome Circus opened in Canton last Wednesday afternoon in a specially-built marshed and crowded audiences have been present ever since at both day and night performances. The crowds have been very orderly both inside and outside the circus, and great credit is due to the police for the arrangements they have made.

THE GOVERNMENT IMPEACHED.

THREATENED POLITICAL CRISIS.

It is the intention of the Chungyiyuan to impeach the Government. The Peking correspondent of the *N.Y. Daily News* says the Kuomintang has drawn up a bill of eleven counts, covering the whole field of the Government's delinquency, for which they seek the support of the other parties. It is not clear, however, whether the other parties are prepared to go further than censuring the conclusions of the Austrian loans about which all parties are unanimous in condemning the Government.

If persisted in, the action of the Chungyiyuan is likely to provoke another political crisis, which may end in the reconstruction of the Cabinet or, possibly, in another anti-climax such as those that the Government has several times subterfugiously engineered in the past.

WIRELESS FOR DESTROYERS.

FURTHER EXTENSION.

The installation of wireless telegraphy on board destroyers of the ocean-going and river classes having proved satisfactory, it has been decided to extend its use to vessels of the 30-knot type. The *Orwell*, at Devonport, has been selected as one of the first vessels to receive the new equipment. The instruments are calculated to secure direct communication between vessels or shore stations over a radius of 100 miles.

The extension of wireless telegraphy to this still useful type of destroyer will complete the chain of aural communication for all our above-water fleet units, and its further extension to submarine craft of the C class is only a matter of time.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

WAR IN THE BALKANS.

SERBIA'S FLIGHT.

BELGRADE, July 6th.

The number of doctors and nurses is wholly inadequate to tend the enormous influx of wounded.

VICTORIOUS ALLIES.

LONDON, July 6th.

According to messages from Belgrade and Salonika, the Servians and Greeks continue their victorious advance.

The Prefect of Kustendil telegraphs that the Servians have actually crossed the Bulgarian frontier and occupied the heights of Tzernok, about 50 miles to the South of Sofia.

The Greeks report success after success to the North of Salonika. They have crossed Vardar River and made an assault at Foulka Gorges; while a battle is proceeding at Doiran, the capture of which is only a question of hours.

The Greek victory at Nigrita is complete; 1,500 Bulgarians were captured and are being deported to Crete.

The Seventh Division reports having captured an entire Bulgarian Regiment.

King Constantine telegraphs confirming the massacre of Greeks in two villages by retreating Bulgarians.

SALONIKA, July 6th.

The Greeks pressing northwards took Lahana, the key to Seres, after most desperate fighting, both sides sustaining heavy losses.

BELGRADE, July 6th.

The Servians have captured military documents including an original order to a Brigade Commander—proving conclusively that Bulgaria prepared beforehand for a surprise attack upon the Servian Army by the whole Bulgarian Fourth Army of a hundred battalions, with two hundred guns, under the command of the War Minister.

BELGRADE, July 6th.

The Bulgarians made repeated attempts to cross the Servian frontier near Zagetzar, but were repulsed.

BULGARIAN MONEY DETAINED.

A car load of 2,000,000 francs Bulgarian money, minted in Austria, has been detained in Belgrade.

BULGARIAN SILENCE.

LONDON, July 6th.

There is but little information forthcoming from Sofia regarding the fighting. The Greek and Servian despatches there fore hold the field.

MONTENEGRO ANGRY.

CETTINJE, July 5th.

The reports of Bulgaria's aggression have aroused the anger of Montenegro, which supports Greece and Serbia.

It is understood that the three States will carry on fighting until Bulgaria shows a desire to cease hostilities.

BULGARIA CLAIMS SUCCESSES.

Up to noon on Thursday the Bulgarians had captured 3,000 Servians and eight guns.

SOFIA, July 6th.

It is semi-officially announced that the Bulgarians routed and pursued the Servian invaders towards Egripalanka, capturing 200 prisoners.

VIENNA, July 6th.

Lieutenant Wagner, who has resumed his correspondence for the *Reichspost*, declares that the battle at Ovepolje, which lasted for eleven hours, and extended over a front of ten kilometres, was a great Bulgarian victory, the arrival of timely reinforcements outflanking and compelling the Servians to retreat.

ROUMANIA'S ATTITUDE.

BUCHAREST, July 5th.

A decree has been issued mobilising the whole active army with reserves.

LONDON, July 5th.

Roumania has notified the Powers of her mobilisation. She explains that a complete defeat of the Greeks and Servians might upset the balance of power in the Balkans, and expresses the belief that mobilisation will promote peace and induce the Balkan States to go to the Conference at St. Petersburg.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CONFLICTING REPORTS.

LONDON, July 6th.

In the absence of independent accounts of the fighting in the Balkans the conflicting official reports are most bewildering.

ATHENS, July 6th.

The official report of the battle of Kilkish describes it as a great victory. The Greeks captured 60 guns, 17 of which were big siege pieces.

SOFIA, July 6th.

The Servian invaders at Tzernok were driven back across the frontier to Egripalanka.

BELGRADE, July 6th.

The Servians aided by 8000 Montenegrins have captured Kochana, the Bulgarian right wing under the command of the Minister of War being annihilated.

ITALY'S RECORD BUDGET SURPLUS.

ROME, July 5th.

The Budget for 1912-13 shows a surplus of 98 million lire, which is the largest on record. The war in Tripoli cost 208 million lire, and this was covered by the ordinary resources of the Budget.

DEATH OF MR. LYTTLETON.

LONDON, July 6th.

The Right Hon. Alfred Lyttleton, P.C., K.C., F.R.C.I., M.P., has succumbed to his recent illness.

[Mr. Lyttleton, who was the eighth son of the fourth Lord Lyttleton, was Secretary of State for the Colonies in 1903-05, and represented Leamington (Warwick) from 1895 to 1906, when he was returned for St. George's, Hanover Square. His majority at the last election was 3,210.]

ENGLISH COUNTY CRICKET.

LONDON, July 6th.

Essex defeated Sussex at Leyton by 151 runs.

Lancashire drew with Northamptonshire at Manchester.

Middlesex drew with Worcestershire at Worcester.

M.C.C. beat Oxford University at Lords by 104 runs.

Kent beat Surrey at Blackheath by six wickets.

Warwickshire beat Gloucestershire at Nuncaton by eight wickets.

Yorkshire beat Leicestershire at Leicester by 190 runs.

LAWN TENNIS.

WILKING RETAINS CHAMPIONSHIP.

LONDON, July 5th.

The challenge round of the World's Lawn Tennis Singles Championship was played at Wimbledon between A. F. Wilding (Australia), the holder, and McLaughlin (America), resulting in a win for Wilding by three sets to love, the scores being 8-0, 6-3, 10-8.

A record crowd watched the match and there was intense enthusiasm displayed.

Wilding showed superior precision, and quickly mastered McLaughlin's terrific and hitherto invincible service.

DOUBLES CHAMPIONSHIP.

In the Doubles Championship, H. Roper Barrett and C. P. Dixon (England) beat Rabe and Kleinschroth (Germany) by three sets to one, the scores being 6-2, 6-4, 4-6, 6-2.

ATHLETIC CHAMPIONSHIPS.

APPLEGARTH BREAKS ANOTHER RECORD.

There were record international entries for the Amateur Athletic Championships at Stamford Bridge. The weather was showery.

The following were the winners of the events:—

100 yards flat.—Zander (Sweden), 4min.

250 yards flat.—Applegarth, 10secs.

Throwing the hammer.—Linde (Sweden), 155 feet 7 1/2 ins.

Long jump.—Abrahams (Cambridge), 22ft. 6ins.

Two miles walking-race.—Bridge (Lancashire), 13min. 1 1/4 secs.

Throwing the weight.—Nilsson (Sweden), 46 yards 2 feet.

Two miles steeplechase.—Fuffell (London), 11min. 3 3/4 secs.

Quarter-mile flat.—Nicol (Polytechnic), 49 2/5 secs.

120 yards hurdles.—Gray (Salford), 16secs.

Four miles flat.—Hutson (Surrey), 19min. 32secs.

Half-mile flat.—Wide (Sweden), 2min. 0 3/5 secs.

220 yards flat.—Applegarth, 21 3/5 secs. (British record).

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE JOHANNESBURG STRIKE.

ANARCHY PREVAILING IN THE CITY.

LONDON, July 6th.

The general strike on the Rand is becoming graver than ever.

Lieutenant Selator Booth, of the First Dragoons, was injured and rendered unconscious in the rioting. Trams and trains are held up.

JOHANNESBURG, July 6th.

Anarchy prevails on the Rand. Mobs, headed by women carrying red flags, burned the Park railway station and the Star newspaper building, seized the municipal power station, and attacked the corner house, where a charge by the Dragoons dispersed them. Firing is going on intermittently throughout the city, and 30 have been removed to hospital.

There are disturbing reports of unrest in the mines, where 200,000 natives are employed, most of whom are idle.

A later message states that the disturbances were renewed in the afternoon. The crowd outside the Rand refused to disperse, and the troops fired. Numbers fell and the remainder fled. The latest indications point to a peaceful settlement.

In last night's rioting the police and troops were compelled to fire on the mob. Four civilians were killed, and fifty of the mob and the police were wounded. The local authorities have asked the Government for reinforcements and machine guns.

CAPE TOWN, July 6th.

Messrs. Botha and Smuts have started for Johannesburg.

LONDON, July 6th.

Martin Taw has been proclaimed in Johannesburg.

HENLEY REGATTA.

LONDON, July 6th.

Henley Regatta opened on Saturday in showery weather, but the attendance was vast.

Leander beat Jesus College, Cambridge, in the final of the Grand by a length in 7mins. 11secs.

In the Wyfolds (four) Lady Margaret Club, Cambridge, beat University College, Oxford, easily in 8mins. 1secs.

In the Thames Cup competition Oriel College, Oxford, beat Christ Church, Cambridge, by half a length in 7mins. 3secs.

Movilly, of Tasmania, beat Pinks, of London, in the Diamond Sculls by half a length in 8mins. 4secs.

In the race for the Ladies Plate Trinity College, of Cambridge, beat Trinity College, of Oxford, by three lengths in 7mins. 24secs.

The Stewards' Cup was won by New College, Oxford, from Mainz, Ruder-verein, the Germans being disqualified for fouling.

In the competition for the Silver Goblets the Brothers Swann beat Gladstone and Buxton by one and a quarter lengths in 8mins. 30secs.

The competition for the Visitors Cup ended in Pembroke College, Cambridge, beating University College, Oxford, by three lengths in 8mins. 13secs.

THE LAWN BOWLS CHAMPIONSHIP.

The following additional results in the second round are to hand:—
L. Guy (Kowloon) beat G. R. Edwards (Kowloon), 21-14.
D. Harvey (Kowloon) beat R. Watt (Police), 21-11.

THE MAGISTRACY.

A man was fined \$500 for being in possession of 50 tals of opium on board the *Charles Hardman*.

Before Mr. Melbourne, a man was charged with keeping an opium divan at 25, Upper Lascar Road, and was fined \$25. Mr. F. C. Faithfull defended.

Eight men, charged with gambling in a house at Queen's Road West, were fined \$5 each or fourteen days' hard labour by Mr. F. A. Hazland.

A man was fined \$100, or two months' imprisonment, by Mr. Melbourne at the Magistracy on Saturday for being in unlawful possession of lottery tickets.

Before Mr. Hazland, six men were charged by Inspector Dymond with frequenting an opium divan at 106, Third Street. The keeper was fined \$200 or three months' imprisonment in fault, and the remainder were fined \$2 each.

RANDOM REFLECTIONS.

Many people must have been struck by the fact that although we are now well into summer the typhoon signals have not been up once yet. This is most unusual, and indeed must, I think, constitute a record since these warnings were introduced. Of course, we must not crow over it, and I fancy I hear the cautious and the superstitious making some suggestion about "touch wood."

The event of the week in Hongkong has no doubt been the visit of Mr. Malini, the great magician. His performances are far in advance of even the best yet seen in the Colony, and how he is able to perform the many extraordinary things which he does with the commonest objects is still unsolved by the greater portion of the community. He is undoubtedly a marvel. Several people even regard him as a wizard.

An effort is being made to form a branch of the Legion of Frontiersmen in Penang. We believe that a branch exists in Hongkong, but the public hears little of its doings. It is described as a voluntary junior "secret service" or intelligence department. What intelligence of military value can be furnished from a place like Hongkong in addition to that of the military intelligence department is not very apparent. We have no wish, however, to dissuade any man from serving his country even in a small way.

When a man takes unto himself a wife it is not often that the partner of his hopes and joys enters into his affairs with such interest as does a most estimable lady in Hongkong, who studies certain subjects with her husband and who sat the same examination with him. Fortunately, both passed, and presumably both are happy. I tremble to think what would have happened if the man had failed and the lady succeeded. However, I am sure we all take off our hats to this paragon spouse.

In this connection I may be allowed to refer to the speech of a lady speaker at Home. Alluding to the various conceptions of what was meant by "a lady," she remarked that the old notion was that a lady was a woman who did not work with her hands. So far as a man was concerned it had been said that an unmarried man lived as a gentleman and died like a dog, while a married man lived like a dog and died as a gentleman.

The other day I dipped into a little book entitled "Our Island," written by Mr. S. B. J. Skerchey, F.G.S., M.A.I., and was much struck by his assertion that "Hongkong merits the title of the Granite City, as truly as does Aberdeen the Grey. The wealth of granite," he proceeds, "is very striking: great fifteen-foot stones take the place of wood for door jambs and plinths even in commonplace Chinese houses, and the scarred hill-sides and break-neck stone-shoots and quaint old Egyptian-looking creaking stone-trellises, all attest that this is a land of granite. It is this that gives Hongkong such a personal character. Shanghai, with its red brick and beautiful Ningpo stone, is more like an ordinary English town. But Victoria-Hongkong's capital—has its very character impressed upon it by the granite of which it is built—more so than most stone-built towns, for the scarcity of timber, the cheapness of labour, and the great size the stones can be quarried, make this tough imperishable rock take, as has been suggested, much of the place usually occupied by timber."

I have just been hearing that Canton can give Hongkong tips. The new riches introduced in the City of Rams are said to be more comfortable than those in Hongkong, which, after all, is not a great deal, but still something for Canton, which apparently indulges in something—also besides change of governors. The other "tip" is with regard to the electric flash which is now supplied to the Cantonese policeman. It is indeed surprising that this convenient form of night light has not been introduced in the police force elsewhere, superseding the old bulls-eye which has done duty almost from time immemorial.

RODERICK RANDOM.

THE COMMISSIONER OF FOREIGN AFFAIRS AT CANTON.

Dr. Panhu has become Special Commissioner for Foreign Affairs at Canton in obedience to a Presidential order. In future he will communicate direct with the Ministry of Foreign Affairs independently of the local Government. The local Government will continue to support him financially until arrangements can be made for the Ministry to bear the expenses, Reuter's correspondent says. The post of Foreign Commissioner is a most important one in Canton, and there is a feeling that the province cannot be without such an office.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, June 11th.

THE POLITICAL SITUATION.

Again there are rumours of an early appeal to the country, owing to the difficulty the Government is experiencing in getting its supporters to work in the summer season. All the Ministerial papers sound a note of warning and the *Chronicle* says—"Unless these 'slackers' show more fidelity to their Parliamentary duties, it will be necessary to 'black list' them so that they may be brought to book by their constituencies. The fruits of the Parliamentary Act and the future of Liberalism are at stake during the present session. At such a juncture there can be no excuse—not even in the seductions inseparable from the heights of the season—for remissness in attendance on the part of Liberal members." In spite of these rumours, however, I do not incline to the belief in an early election, for the omens are too dark for the Liberals in the constituencies, and I do not doubt they will try to stick to office at any cost for the present. Altrincham and Newmarket have shown the direction of the wind. I have just been in the country myself, and the feeling aroused in circles usually Liberal in sentiment, by the land enactments of the Chancellor, display a strength of feeling against the Government that bodes ill for their future. If the Conservatives could rally round a strong leader and enunciate some sort of social programme their return to office at the next election would be assured.

ANTI-OPIMUM CAMPAIGN.

Considerable interest is being shown among legislators and others in the addresses that are being given in this country by General Chang, president of the National Opium Prohibition Society of China. At a meeting in the Central Hall, Westminster, the other day, after General Chang had explained that there was difficulty in checking the native growth so long as the farmer saw the foreigner making profit out of opium, resolutions were adopted calling on the Government to end the opium trade forthwith by refraining from pressing for the entry of the stocks now lying at the treaty ports.

A TRAVELLER'S IMPRESSIONS OF CHINA.

Quite a number of travellers of Eastern interest are appearing in the news. Sir Alfred Turner, who recently visited China in order to interest the Government in a scheme to colonise British North Borneo with northern Chinese, was extremely struck with the appearance of Yuan Shih-kai, whom he describes as "Absolutely fearless, and with the most penetrating eyes I think I ever saw. Evidently a man of enormous strength of character, and one can readily believe after seeing him that he is the one man who can put order into the terribly tangled skein of Chinese administration. He has an absolutely open mind, and sees that it is impossible to keep China purely for the Chinese." The youthful appearance of the seven hundred members of the new Parliament also impressed Sir Alfred. He credits the Chinese with being absolutely sincere in their efforts to suppress the opium traffic and he urges the British Government to join in an immediate suppression, "for there is no doubt that our participation in the abominable trade has not tended to improve our prestige, and is now doing it great damage."

BISHOP BRENT IN ENGLAND.

Our American cousins are enjoying themselves in welcoming Bishop Brent, of the Philippines diocese of the Episcopal Church, who arrived in New York the other day as a steamer passenger, declaring to the reporters, "I came over here because I believe a Bishop's place is with the common people. I see no reason whatever for a Bishop travelling first class." He declares he was well fed and comfortable in the steerage; but since then he has doubtless found the hospitality of prominent Americans very satisfying, beginning with State Secretary Bryan, notwithstanding the fact that grape juice in an unfermented state is the sole lubricant at banquets given by that oracle of democracy. While on this head, I may add that all the talk of war between America and Japan over such questions as the land laws of California are so much "hot air," produced by the Yellow Press. I have just had exceptional opportunities in America of gauging American opinion thereon, and I confidently assert that no nation in the world is more determined to keep the peace than the Americans. No doubt the Conferences between Bishop Brent and Mr. Bryan will tend to confirm the bent of the State Secretary's mind towards peace, wild as is his scheme for universal amity.

A LACK OF GOOD JOCKEYS.

"Where are our jockeys?" is the question naturally raised by an inquiry as to the origin of the riders, in the last

Derby contest. Last year Tod Sloan, the famous American jockey, so criticised the riding of the home-bred English jockeys that the owners began to "sit up and take notice." Perhaps that had some bearing on the fact that more than half of the Derby riders this year learned their art beyond our shores. There was Johnny Reiff, an American, mostly trained in Germany and France, Frank Wootton, an Australian, Milton Henry, Frank O'Neill, and Danny Maher, all Americans, W. Huxley, A. Whalley, more Australians, Stephen Donoghue, an Irishman trained in France; and though George Stern and E. Bellhouse have English parents they have learned their work in France. The only out-and-out Englishman of any note in the race was W. Saxby, rider of Louisa. This is in striking contrast to the Derbies of former years, when the jockeys were English to the core.

BRAVERY OR INSANITY?

The death of Emily Wilding Davison, the suffragette who tried to stop the race by tangling up the horses, and suffered injuries under the King's horse, which she brought down, to the serious hurt of Jones, the jockey, has roused more bitter disputes as to the militant methods. The militants speak of her "bravery," while ordinary folks speak of her "insanity." I suppose it all depends on the point of view. But the point of view has surely to be distorted when it leads to the wanton exposure of others to death and the reckless destruction of property, like the firing of the grand-stand at Hurler Park racecourse. I am assured, on what appears to be reliable authority, that some of the most prominent of the militant advocates, who started in the campaign in very poor circumstances, have prospered exceedingly by their propaganda work and now have quite comfortable fortunes. One family of world-wide note are said to have netted far more than they could ever have hoped to acquire had the current of the campaign run along normal levels. Lectures, articles, regular salary and "travelling expenses" have all contributed to swell the emoluments, and to tincture the outlook of these fair advocates of violence with a lively hope that the end of these things would not be yet awhile.

THE "HUB OF THE UNIVERSE."

London is the wonder of the age. Time does not stale its infinite variety. There are indications that it will presently oust even Paris as the centre of the arbiters of fashion, for the shops of the elegant are constantly improving in size and equipment. To the foreigner and the visitor from overseas dominions it has a charm that never wears off, and to the home-bred Britisher who has been absent in another clime for months or years it has a colour and an atmosphere that welcome him almost vocally on his return. Just now, when the season is at its height, in spite of the choppy weather there are hosts of these admiring visitors. Among the wonders are the waiters at the principal clubs, with their intimate ways and their unexpected touches of authority. It is said that Brooks' Club has such a privileged old waiter, who approached Mr. Asquith recently when the Premier dropped in for dinner with the remark, "Good morning, sir. How are you getting on with your little job?" Somebody was telling this to a notable overseas man and he immediately launched out on his own ideas of London. "That remark of the waiter," he said, "could only be possible in London. At the height of the season this city makes all our jobs look small, except that, perhaps, of the policeman regulating the traffic. This city is a tonic for millionaires and captains of industry who are apt to suffer with swelled head. We are all apt to get a bit above ourselves when our jobs grow big and important, but a visit to London brings us back to earth and places us back in the crowd again. You can be doing yourself on the best—spending money like a prince; living on the very top wave of luxury—in fact, leading the life that would make you conspicuous and the talk of any city but this. Yet in London you are only one of the crowd. You take your turn with ten thousand others. You are in the swim, but that is all you can claim, and it costs you £1,000 a month for current expenses. That is the necessary allowance

if you are a bachelor; if a man has a wife and family he can only do it in second class style on that amount." Perhaps there is a little exaggeration in the financial estimate, but as to the rest of the comments there is general truth in them. In New York, for example, the latest *nouveau riche* from the backwoods who spends that much, or far less, can get his or her name spread all over the papers and appears to the uninitiated—to be the pink and cream of social elegance. But London has impregnable walls and a grandeur that comes of tradition as well as complexity and size. As elsewhere, "money talks," but a braying ass with a golden trumpet cannot even if he blow till exhausted. Long may London retain her uniqueness in this respect, to puzzle the ambitious climbers, especially those whose habitat is Transatlantic.

THE KING.

That the King takes a serious view of life and its responsibilities is apparent in very many ways. The other day he admonished the Balkan peace delegates that another resort to war would be a crime against humanity. At Devonshire House there was subsequently a "Duty and Discipline" movement, with the Earl of Meath in the chair, with whose Empire movement the meeting was associated. The Earl of Meath said his Majesty the King recognised the meaning of the two words "duty" and "discipline." On one occasion it was the duty of the King, then a Prince and a naval officer, to pay his respects to a senior officer at Gibraltar. There were those who urged him not to go, as a fierce gale was raging. But the Prince said it was his duty to go, and go he did, though he had to take an oar for an hour and a half to reach the port. On another occasion, the Prince was ordered to run out a torpedo boat when he much desired to attend Goodwood races. The senior officer suggested that perhaps he could get someone else to take his place. "No," replied the Prince, "if it is the same to you, say I will stay here and do my duty." The object of the movement, the Earl of Meath explained, was to bring home to parents and teachers the serious danger attaching to the tendency to allow children to grow up without control. In two years the movement had found adherents in the five continents of the globe and was rapidly growing. The almost universal decline in crime control was due, among other causes, to excessive severity towards children in former days, followed by hysterical sentimentality and the growth of a spirit of lawlessness among children.

WAR OFFICE AND NATIONAL RIFLE ASSOCIATION.

There is much criticism of the War Office ultimatum to the National Rifle Association, which threatens to affect seriously the future of the famous annual gathering of riflemen. The Army Council has issued proposals to alter the regulations for the conduct of the big competitions, such as the King's Prize and the St. George's contest, and if they are carried out, their effect will be reflected on rifle shooting all over the Empire. The main proposition is to throw open the King's Prize for next year and thereafter to the Army, Navy, Territorials and all ranks of the Services, and to carry out the contest on the "Standard Test." The National Rifle Association strongly objects to being thus directed, and there have been three conferences between the Army Council and the heads of the Association. Though the Association is commonly supposed to be an independent body, it will very likely give way, for if it refused the Army Council could withdraw its supply of ammunition and the small army of markers, register keepers and range officers who are employed in the great annual meeting. But there are those who strongly object to the War Office having supreme control of rifle shooting, and they are for opposition. The great bugbear is finance, for the Association is not even now well off, and there does not appear to be a sufficient body of support at hand to make the future rosy.

COMEDIAN IN THE PULPIT.

London's chief laughter-maker, Mr. James Welch, has added to his laurels by accepting an invitation to preach from the pulpit of All Saints, Battersea. Immediately the announcement was issued there was a broad grin on the faces of Londoners and people looked up their agagons to see if they could take in this new Sunday diversion. The title was announced seemed hopeful, for it was "Humour and its value in religion." Unfortunately Mr. Welch threw cold water on the idea by repudiating the subject and announcing as his text the more serious words of Robert Louis Stevenson, "Give us to labour smilingly." "On that text," he said, "I intend preaching any length—in fact, as long as anybody will remain in the church. I have had some experience, if not in preaching, at any rate in hearing people preach, for I attended Sunday School for three years in the North of England. My sermon at All Saints is to be a serious affair, and all those who intend coming for the sole purpose of hearing something funny will be sorely disappointed. You see, it's the one chance I've got in the week to be serious, and I'm going to be terribly in earnest about the business."

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A REVOLUTIONARY MOVEMENT.

EXECUTIONS OF MEN AND WOMEN IN WUCHANG.

WUCHANG, June 26th. Seven or eight executions took place yesterday and more arrests have been made. Two of those executed on June 26 were military officials. It is reported that at the offices of the Chinese newspaper published in the French Concession at Hankow, papers, proclamations and other documents have been discovered, revealing a carefully planned revolutionary movement.

WUCHANG, June 27th. A large number of executions took place yesterday. Many arrests have been made and there were three more executions to-day. The city was disturbed last night, when several fires occurred. These are, however, possibly unconnected with the trouble. Gunboat searchlights were playing on the city.

No details are yet known, but there is evidence of a wide-spread plot discovered in the nick of time. It is alleged that Kuomintang are involved, and Chi Yung's name is freely mentioned in connection with the trouble, but there is no evidence of his presence in Wuchang. Some of those executed were women students.—*Reuter.*

SEVERE PRESS COMMENT. A Hankow telegram to the *Sinwanpao* states that extending over several days more than sixty arrests of members of the so-called rebellious party have been made in Wuchang and Hankow. These are mostly natives of Hunan. Both the Department of Intercourse of the Kuomintang and the office of the *Republic*, a daily paper, were searched, and some of their inmates were also arrested. On June 27 forty-three of these persons were decapitated. Northern troops are also said to have been called in to garrison Wuchang.

In commenting upon the ruthless execution of these men, the *Sinwanpao* says in effect:—

"Tatsh Li is believed to possess a merciful heart. Yet by one stroke of the knife he killed forty-three men. Even assuming that they all deserved death, still we cannot but question the necessity of killing such a number of persons. 'Wuchang' is the place where the patriotic rising was hatched. At the time all must have been imbued with the same desire for power and profit. To-day, the great have become peers while the small are to be killed. Conscience will revolt at such gross injustice."

Certain vague arguments have been advanced that all those killed were members of the rebel party, and nothing short of killing them could stop a rebellion. If so, we would say that no amount of killing can ever be efficacious, as witness the Manchus' slaughter of revolutionaries. The Republic has now scored even over the Manchus in the slaughter of forty-three men on one day. Was there not even a single man among these that deserved a little leniency and whose case might be well disposed of by a sentence of life imprisonment? We fear that when once the mania of killing is roused, enmity will become more and more deadly, and in future, 'life for life' will be the general motto. Do not feel too confident that all the troops in the provinces are reliable. If you plant an evil seed to-day, an evil fruit will surely be reaped another day."

CHEQUE TRANSACTIONS AT SINGAPORE.

An appeal from a judgment of the Supreme Court of the Straits Settlements of July 4, 1912, affirming a decision of Chief Justice Hyndman Jones, was heard before the Judicial Committee of the Privy Council, there being present the Lord Chancellor, Lord Shaw, Lord de Villiers, Lord Moulton, and Sir Samuel Griffith.

Sir Robert Finlay, K.C., and Mr. Heber Hart were counsel for the appellants; Mr. Holman Gregory, K.C., and Mr. Ernest Charles for the respondents. The appellants, E. Meyer and Co., Ltd., carry on business at Singapore as dealers in opium and other goods, and the respondent company, The Haitong Banking and Insurance Company, are native bankers there. The appellants claimed £18,000, being the value of four Chinese cheques drawn on the respondent's bank in their favour and crossed, which they alleged the respondents had paid, in contravention of the crossing, to one Jacob Abed, a cashier and collector of theirs, who had appropriated the proceeds to his own use. All the European banks in Singapore accept for collection in the usual way cheques drawn upon the respondents, with the exception of the Netherlands Trading Society, which declined to do so. When, therefore, cheques drawn by their customers on the respondents reached the appellants' hands they got the respondents to exchange them for other cheques in order that they might pay them into their account, with whom, lands Trading Society, with whom, among that, in pursuance of this system, Abed took the four crossed cheques to the respondents and having obtained exchange cheques from them, paid them into his own banking account and appropriated the proceeds. The Chief Justice held that the loss, if any, sustained by the appellants, was not owing to the action of the respondents, but solely to the misconduct of their own cashier. The Supreme Court, on appeal, affirmed that decision.

At the close of the arguments, the Lord Chancellor said there were two concurrent judgments of the Courts below, which matters—it might not be very scientific, but at all events in a way which fairly showed the view they took of them. Their Lordships thought the real cause of the loss which the appellants had incurred was their having Abed in a position in which he had very wide opportunities of doing just what he liked. This was not an isolated transaction. There were others of a similar nature. The native bankers were led into the belief that they could properly act as they had done. A jury—had these facts come before them—would possibly have come to the same view as the Judge had. Their Lordships did not see their way to differ from the Courts below on what, after all, was a question of fact. Indeed, on the same evidence, they would probably have come to the same conclusion. Their Lordships proposed in conclusion, their Lordships proposed to advise his Majesty to dismiss the appeal, with costs.

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THE PRICE OF THE HOWARD WATCH IS FIXED

AT THE FACTORY.

Write or Send for Catalogue to

THE SOLE AGENTS:

Chs. J. Gaupp & Co.,

ALEXANDRIA BUILDINGS,

CHATER ROAD

47

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. SCIENTIFIC OPTICIANS 115, GLDGS. CHATER RD. HONGKONG

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 53. Telephone No. 12.
Telegraphic Address: Press.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE

I HAVE This Day authorised MR. SULEMANHOY VALLEE to Sign my Firm.

Hongkong, 5th July, 1913. [854]

WANTED

A COMMERCIAL FIRM wishes to engage a CLERK (non-Chinese), who has had experience in the export trade and speaks Chinese well.

Applications to be sent, giving references, to—
Care of "Daily Press" Office.
Hongkong, 7th July, 1913. [855]

WANTED

YOUNG ENGLISH LADY, now in Japan, age 23, desires post in English family at once as Companion to Young Girl or Lady. Would travel.

Reply under—
Care of "JAPAN GAZETTE," Yokohama.
[856]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEB, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR LATVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE CHINA.
Captain C.H.S. Toogood, R.N., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 19th July, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the C.O.S.S. "MOLDAVI," from Colombo, passengers' accommodation in which cases is superior where departure from Hongkong.

Silk and Valuable Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay in the "DORSET," due in London on the 31st August, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—
E. A. HEWETT,
Superintendent.
Hongkong, 7th July, 1913.

WANTED

COMPETENT CHINESE TYPIST.
Good handwriting and through knowledge of English indispensable.

Apply by letter to—
MANAGER,
"HONGKONG DAILY PRESS" Office.
Hongkong, 16th June, 1913. [762]

BRITISH MUNICIPAL COUNCILS, TIENTSIN.

APPLICATIONS are invited for the position of SECRETARY to the BRITISH MUNICIPAL COUNCILS, TIENTSIN.

Applicants should state their age, whether married or single, and should give full particulars on the subject of their previous experience.

A Good Working Knowledge of Accounts is desirable.

Canvassing will constitute a disqualification. The applicant to state the salary required. The successful candidate will be required to pass a medical examination. He will assume Office on November 1st, 1913.

Copies of only of testimonials need be sent in with the application.

Applications must be endorsed "APPOINTMENT OF SECRETARY," addressed to "THE CHAIRMAN, BRITISH MUNICIPAL COUNCILS, TIENTSIN," and should reach Tientsin not later than August 31st, 1913.

By Order of the Councils,
W. McLEISH,
Secretary, B. M. C. C., Tientsin.
[813]

MASSAGE

SKILLFUL, Safety is the General or Electric.

Miss MORITA,
Care of NIMURA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. [652]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
6% FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1913, will be made on presentation of COUPON No. 2 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANKING CORPORATION,
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,
RUSSO-ASIATIC BANK,
YOKOHAMA SPECIE BANK, LIMITED,
DEUTSCH-ASIATISCHE BANK & BANQUE BELGE POUR L'ETRANGER.

The interest, less Income Tax at 1s. 2d. in the £, will be:

On £20 Bonds. £ s. d.
For Coupon (Gross) 0 12 0
Less Tax at 1s. 2d. in the £0 0 8 4
Nett amount payable... 0 11 3 6

On £100 Bonds. £ s. d.
For Coupon (Gross) 3 0 0
Less Tax at 1s. 2d. in the £0 3 6
Nett amount payable... 2 16 6

On £500 Bonds. £ s. d.
For Coupon (Gross) 15 0 0
Less Tax at 1s. 2d. in the £0 17 6
Nett amount payable... 14 2 6

Payment will be made in Tientsin at the Demand Buying Rate of Exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
Hongkong, 1st July, 1913. [839]

THE "STAR" FERRY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY CO., LTD., will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, 16th July, 1913, at 12.30 o'clock in the afternoon, when the following Resolutions will be proposed:

1. That the Capital of the Company be increased from \$300,000 to \$400,000 by the creation of 10,000 new Shares of \$10 each.

2. That the Directors be and they are hereby authorised to distribute \$100,000 from the Reserve Fund amongst the persons who are Registered as Shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of Shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint.

Where such distribution would involve a payment of a fraction of cents such fraction shall be ignored.

3. That the Directors may be authorised to offer at par to every person Registered as a Shareholder on such date as the Directors may decide one new Share of the Company for every complete three old Shares held by him on which all calls have been paid such new Share being (subject to the above condition as to fractions) equal in nominal amount to the bonus payable to him for every complete three old Shares held by him under the last preceding clause and that the nominal amount of such new Share be paid to the Company on or before such date as the Directors shall appoint, such new Share to participate in the First Dividend Declared after the issue thereof pari-passu with the existing Shares.

4. That the offer of the new Shares as referred to in Resolution (3) must be accepted on or before such date as the Directors shall appoint.

5. That the Shareholder shall be entitled to an offer of any fraction of a new Share in respect of an odd share held by him.

6. That the Directors be authorised to dispose of any new shares offered to a shareholder and declined or not accepted within such terms and conditions and at such times as the Directors may appoint and any surplus new Shares to such persons upon such terms and conditions and at such times as the Directors think fit.

By Order,
W. S. BROWN,
Acting Secretary.
Hongkong, 1st July, 1913. [843]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and Despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 1st June, 1913. [772]

GRACA & CO.

Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received
FRESH SUPPLY OF
VEGETABLE SEEDS.
[842]

INTIMATIONS

LANE, CRAWFORD & Co.

FURNISHING DEPARTMENT.

TELEPHONE 97

NOW SHOWING

NEW DESIGNS

IN

BABY - CARRIAGES
HIGH-CLASS
COACH
FINISH
IN
EFFECTIVE
COLOURS.

MODERATE PRICES.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—
WING ON Co.
SINCERE Co.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
SUN Co.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWOK MAN.
AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAT-A-CAKE.
SHORTCAKE.
TEDDY BEAR.
LEMON PUFF CREAM.
CLOTTED CREAM.

Other well-known Biscuits such as Marie, Petit Biscuits, Milk, Nips, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:
MacEWEN, FRICKEL & Co.,
HONGKONG AND CANTON. [32-2]

NOTICES OF FIRMS

NOTICE

VACUUM OIL COMPANY.
MR. ILTYD H. GEARE has This Day been given a General Power of Attorney by me, and will look after the interests of the VACUUM OIL COMPANY during my absence.

W. A. DOWLEY,
General Manager.
Hongkong, 2nd July, 1913. [846]

NOTICE

THE Underigned beg to inform the Public that Mr. T. K. PONG has been appointed MANAGER to the SZE YAP S.S. Co., Ltd., to succeed Messrs. No TUNG KAI and CHU YEN CHAI, who had CEASED to Sign for the Company from the 1st June, 1913, and the said Mr. T. K. PONG is hereby authorized to Sign as Manager for the Company.

By Command,
Board of Directors,
THE SZE YAP S.S. Co., Ltd.
Hongkong, 30th June, 1913. [837]

CHEESE

WE beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE DAIRY FARM CO., LTD.

TO LET.
(From 1st July, 1913.)
No. 2, MOUNTAIN VIEW, THE PEAK.

Apply—
Linstead & Davis.
Hongkong, 10th June, 1913. [780]

TO LET

TO LET.

No. 153, PRAYA EAST, GODOWN.
FOR SALE or TO LET.
Unfurnished, a HOUSE at The Peak.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st July, 1913. [65]

TO LET.

FLATS, "WILD DILL," No. 147
Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants Quarters. Quiet Locality.
"HOMESTEAD," No. 45, PEAK.
Apply to—
TSANG KIT-FAN,
Comptroller Department,
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 29th April, 1913. [522]

TO LET.

THE GROUND FLOOR of No. 6, DES VEUZ ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th July, 1913. [650]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th May, 1913. [663]

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES Nos. 12 & 14 Queen's Rd. Central. No. 9, MOUNTAIN VIEW, PEAK. No. 5, STEWART TERRACE, PEAK. No. 36, CAINE ROAD.
Apply to—
M. J. D. STEPHENS.
Hongkong, 4th July, 1913. [722]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Engrage, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,000,000
equal \$1,450,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

9, QUEEN'S ROAD, Hongkong, 2nd November, 1912. [220]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3 per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853—HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,700,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which may be ascertained on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (Fl. 250,000)
Paid up Capital Fl. 14,905,350 (Fl. 242,112)
Reserve Fund Fl. 5,022,161.27 (Fl. 81,513)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK VEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Veuze Road Central,
Hongkong, 23rd April, 1913. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:—
STERLING ... \$1,500,000 at 2/- = \$15,000,000
SILVER ... \$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.
G. Friedland, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
G. R. Laurens, Esq.
F. Lieb, Esq.

W. L. PATTENDEN, Esq.
J. A. PLUMMER, Esq.
Hon. Mr. E. SHILLIN.
H. A. SIEG, Esq.

CHIEF MANAGERS:
Hongkong—N. J. STARR.
Shanghai—A. G. STEPHENS.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR,
Chief Manager.
Hongkong, 8th May, 1913. [18]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 10,000,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

ESHI ONO,
Manager.
Hongkong, 31st March, 1913. [443]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

HONGKONG OFFICE,
3, DES VEUZE ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be ascertained on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 415,000

HEAD OFFICE:
40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Madras, Rangoon, Shanghai, Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST ALLOWED on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 20th May, 1913. [90]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.

undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

WHAT CHINA READS.

On this subject the Rev. Donald McGilivray, of the Christian Literature Society, at Shanghai, writes to the N. C. Daily News an interesting letter commenting on a leading article in our contemporary based on statements reported to have been made by a Chinese resident in London. Mr. McGilivray writes:—

Our Society has had for years unrivalled opportunities for ascertaining the attitude of educated Chinese towards the translation of English books. It should be pointed out that the Chinese resident of London refers to translations only, whereas most of our books are adaptations to Chinese readers, as our Society has always held that more translations fail of their purpose. Your readers must not suppose that those who are preparing Christian literature have selected the acknowledged Classics in the sense of your article. Shakespeare, Byron, Dickens, even Scott, will not be safe to say, never form part of our programme. These authors if read at all will be read by the Chinese in the original. No good purpose would be served by translating them even if such an attempt were practicable.

The Chinese resident of the interview in London, I am glad to see, appreciates the difficulty of such work on account of the insistence by educated readers on an almost prohibitive standard of scholarship. Such Societies as ours, owing to the limited extent of their normal resources, can scarcely pay the high salaries demanded by first class Chinese stylists. In pre-reform days a high standard of style was demanded, but according to the ancient models. Nowadays the demand is equally high, though it is for a modern style, and men who can write a clear, nervous, and lively essay with the aroma of modernity are in brisk demand at high salaries. Our Society is, therefore, as much as ever hampered by the difficulty of securing writers of the necessary standard. Unless we are more liberally supported, our literature is apt to be condemned forever to the handicap of a style inferior to the best.

Our Society's policy provides for the sort of discipline which you say young Chinese should have adopted so as to prepare them for the tremendous task of the new day. You rightly say they should have read more history and more political philosophy. Our catalogue contained many works of this nature in the Manchou days, but we have recently issued the following "Statesmen Series," to which other additions are in active preparation:

Lives of Abraham Lincoln.
Alexander Hamilton.
John Bright.
John Adams.
William Pitt.
W. E. Gladstone.
Lord Clarendon.
Roger Williams.

And the following are a few of the more recent issues the aim of which is to assist China at the present time:
Development of the Peace Idea.
People and Problems of India.
Sir Courtenay Ilbert's Parliament.
Hygiene for the Tropics.
Science and Alcohol.
Wallace's The World of Life.
Evolution and Religion.
Dawn of History.

These are, of course, in addition to numerous other more distinctly Christian books. In addition to these a special Series of "Tracts for the Times" is now being issued of which the following numbers have already appeared:

Evolution.
Plague and How to Prevent it.
Progress of Women.
Why am I a Christian?
Christian and Civil Government.
What it is to be a Christian.

The Most Conferences pointed out that there was need of a more definite policy on the part of literature Societies, but our own Society for its part is working according to such guiding principles as these:

- (1) To help all classes in every way by our literature.
- (2) A book which appeals to the individual conscience is also a general help in every direction.
- (3) Chinese opinion as to what should be produced is given full weight.
- (4) Subjects rather than particular books should be chosen, one book being merely used as a basis or framework.

The following programme of books to be prepared as soon as possible was decided upon:

- 1.—Additions to the Tracts for the Times.
- 2.—Citizenship. Bryce's Hindrances to Good Citizenship.
- 3.—Social Teachings of Jesus.
- 4.—Ethics and the Family. Left-hander's book.
- 5.—Rise and Progress of Democracy.
- 6.—Christianity and Socialism.
- 7.—Government School Systems.
- 8.—Nature Readers.
- 9.—Hygiene Series.
- 10.—Of the Home University Series the following: (subjects rather than books).
16.—Science of Wealth.
17.—Astronomy.
18.—Education.
19.—Making of the Race.
20.—The Human Body.
21.—Electricity.
22.—Political Economy.
23.—Agriculture.

And such others as may be determined.

- 11.—Complete Church History, 1. Popular, and 2. Full.
- 12.—Bible Dictionary.
- 13.—First class travel books.
- 14.—Livingstone, the Pathfinder.

We are well aware of the dangers of undigested literature at this stage in the history of the country, but we believe that truth is mighty and will prevail. All working in this branch are seeking to propound principles rather than advocate theories. The work is beset with many difficulties which tend to increase rather than decrease but "one thing is certain, that what China reads, within the present generation, must exert a potent influence upon her future progress."

WM. POWELL, LTD.

TELEPHONE 346.

BOOK MUSLINS
SPOTS AND FIGURES.MADRAS
MUSLINSWITH
WOVEN COLOURED
FIGURES.PLAIN
BOOK
MUSLINSFRILLINGS
AND
LACE EDGINGS
BY THE YARD.MADRAS
MUSLINSFRILLED, LACE EDGED, SCOLLOPED,
WHITE AND ECRU.

NOTES AND NEWS.

The Scottish Astronomer-Royal is also Professor of Astronomy in Edinburgh University; but the duties of the office are not too irksome, if one can judge by a story current in the University about one of Professor Sampson's predecessors. "How is your astronomy class progressing?" that gentleman, the late Professor Copeland, was asked on one occasion. "Very well indeed," was the reply; "but at present he is laid up with influenza."

The inauguration of the latest portion of L. C. C. tramway system between Rushey Green, Catford, and Forest Hill, is the penultimate link in the circle of trams which now all but encircle the metropolis. It is possible, by the expenditure of a trifle over three shillings in money and about nine or ten hours in time to travel right round London without once coming within the four-mile circle from Charing Cross. This sixty-mile journey may all be completed by car.

The late Lord Avebury, as a child, was the first person in England to be photographed. But the early photograph was a daguerreotype negative which could not be reproduced on paper. To Sir J. Herschel, the astronomer, belongs the credit of making the first negative from which paper copies could be multiplied. In 1839, the year in which Lord Avebury's daguerreotype was taken, Sir John photographed his great 40ft. telescope at Slough. From this negative, the first ever taken on glass, "positives" were printed.

The Prince of Wales is following in his father's and grandfather's footsteps as an ardent automobilist, and going one better than either, in so far as he handles the steering wheel himself. King Edward was a keen motorist from the first, but apart from one or two brief essays in private, never drove himself, and the same applies, unless we are mistaken, to King George. The younger generation is more enterprising. The King of Spain's exploits as a practical automobilist are, of course, well known, while the German Crown Prince is also a bold and skilful driver.

The imports of motor-cars to Brazil in 1911 are returned in value at £480,000, or more than double the value of the imports in the preceding year. Even more remarkable is the increase in imports in 1912, in the first eight months of which the number of cars imported was 2,150, valued at £297,900. In Rio de Janeiro the number of cars has been increasing rapidly, and are now estimated to be over 3,000. There is a felt want of repair garages in this city, which is accentuated by the reckless driving on the part of chauffeurs.

At various times (says a writer in *Fig's Magazine*) a golfer may—and general does—conceive many fancies for golf clubs which he duly acquires, uses for a few days or weeks or months, and then places aside with the conviction that they are not the perfect companions that he originally thought them to be. Sooner or later, however, there comes into his possession an implement to which he finds himself linked by a kind of destiny. His belief in it never wavers; he is so confident of its fidelity to him that he simply cannot help accomplishing good shots with it; money could not buy it. Not perhaps, that anybody wants to buy it, because the chances are that no other person can imagine what on earth he sees or feels in it to make him prize it so highly. But it is his favourite; that is a sufficient explanation.

A curious little monument to French red tape is to be seen at the Petit Palais. The clock in the building has marked the same hour for the last thirteen years, although it is in perfect repair. The explanation lies hidden in the ridiculous. At the close of the Paris exhibition thirteen years ago a busybody of an official stopped the clock for no other reason than that the exhibition was closing its gates. Since then it has remained stationary, for the simple reason that it does not appear on the list of clocks which the official council winder to the Municipal Council has to attend to, and until some particular energetic member of the Council attends to the matter the present state of affairs is likely to continue.

The worst of skiff-racing (says a writer in the *Lock to Lock Times*) is that people who learn how to scull properly do run such a nasty risk of being called pot-hunters by those that don't. It's a funny thing, but a man is never called a pot-hunter at a regatta because he learns to row properly, but some people think it isn't the game to learn how to handle a skiff correctly. Some skiff-racers get so hurt at this that they take to rowing, as a sort of protection. They don't get called pot-hunters then, but they find their bit of fixed-seat work has done them quite a lot of good.

THE AUSTRIAN LOANS TO CHINA.

SCENES IN PARLIAMENT.

The following telegram appears in the *China Republican* (Shanghai):—

PEKING, June 26th.
The two Austrian Loans concluded in Peking on April 10 for £1,200,000 and \$2,000,000 for the purpose of procuring several destroyers and torpedo-boats through the firm of Arnold, Karberg & Co., were the cause of scenes in the House of Representatives to-day. The matter was brought up at a secret session of the House, the acting Minister of Finance, Mr. Liang Shih-yi, and a deputy of the Finance Ministry named Chen being in attendance by special request.

Asked why the Austrian loan contracts had been signed without the sanction of Parliament, Liang Shih-yi said that as the security assigned was composed of 6 per cent. Domestic Bonds which had been duly approved by the National Council, it was not incumbent upon the Government to submit the matter to Parliament, which had not been treated with contumely.

This explanation promptly resulted in the Government's spokesman being boarded with pertinent interpellations by members of various parties. Mr. Liang appeared non-plussed, but probably relieved from replying because he had said all he had been authorized to say. Mr. Chen therefore stepped into the breach and in the course of a rambling statement averred that the Austrian loans virtually amounted to the same thing as the 6 per cent. Domestic Bonds, and Messrs. Arnold, Karberg & Co. merely acted as agents in the matter.

This led to demands for the production of the Loan Agreements, which, at first ignored by Mr. Liang, were reluctantly submitted to Parliament for the first time. It was soon found that the agreements, which the Government had signed completely failed to provide justification for what Messrs. Liang and Chen had stated. The replies, therefore, of the Government's representatives were denounced as grossly deceptive and consequently an insult to the House, while the transactions with Arnold, Karberg & Co. were freely and very loudly, characterised as wholly illegal, inasmuch as, although Parliament was in session at the time the agreements were signed, the Government had acted without the consent of Parliament.

After the members had freely denounced the transaction and protested vigorously against the unconstitutional procedure of Government, the Speaker adjourned the meeting.

The Editor of the *China Republican* appends the following footnote to the telegram:—The two Austrian Loans aggregate £3,200,000. Under one of them, for £1,200,000, Arnold, Karberg & Company agree to provide 8 torpedo-boat destroyers and requisite armaments at £145,057 each. Under the other agreement, for £2,000,000, the said firm agree to supply 12 torpedo-boats plus requisite armaments at £66,150 each. As regards the destroyers, the first is to be completed in 18 months, i.e., by October, 1914, and the others at intervals thereafter of two months between the delivery of each completed vessel. The torpedo-boats are to be delivered as follows:—2 in 1914; 3 in 1915; and 5 in 1916. It is thus evident that the transaction will take about three years to complete. There is no mention of interest in the agreements, and it may therefore be assumed that the firm mentioned has covered up that trifling detail in the price fixed for each vessel. Delivery as per contract is in each instance to be at certain specified Austrian ports, and provision is made for China to insist upon delivery at any port in China, in which case all extra expense and risk has to be borne by the Chinese Government.

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NOTICES TO CONSIGNEES

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND KORE.

THE Steamship

"ISCHIA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 7th inst. at NOON will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 9th inst., or they will not be recognized.
All damaged packages will be examined on the 7th inst., at 10 A.M.
No Fire Insurance has been effected.

S. C. de RUSSIERRE,
Acting Agent.
Hongkong, 1st July, 1913.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"VESTALIA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Goods not cleared by the 9th inst. at 6 P.M. will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 3rd July, 1913.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 2nd July, 1913.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA.

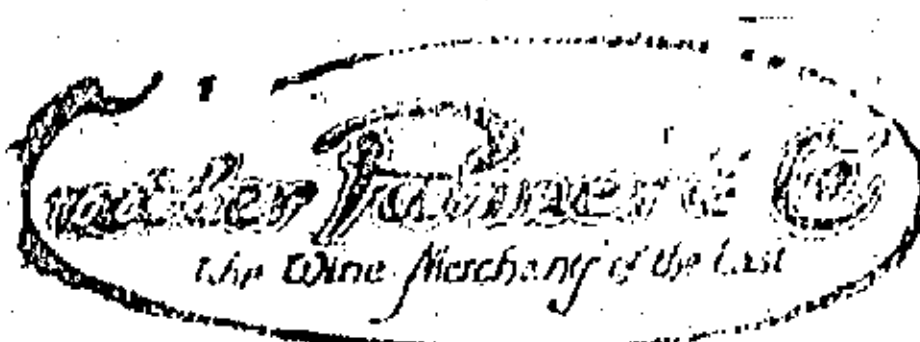
THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 5th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

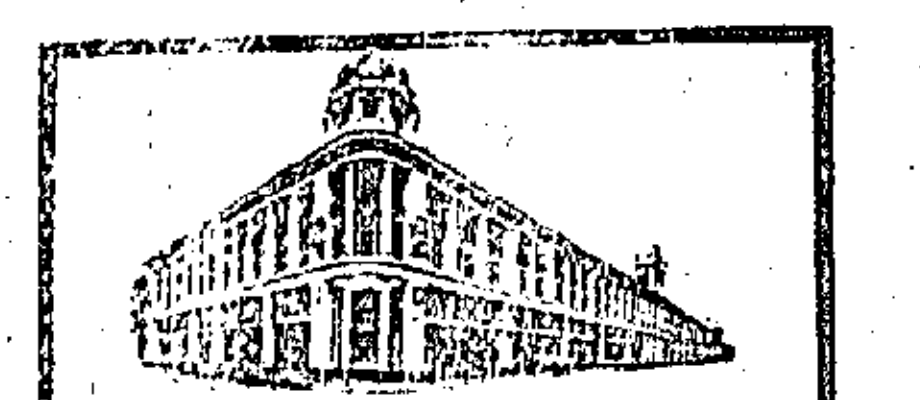
No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 12th inst., at 5 P.M., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 14th inst., at 10 A.M.
All Claims must be filed on or before 19th inst., otherwise they will not be recognized.

S. MORIMOTO,
Agent.
Hongkong, 3rd July, 1913.

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S.S. "INDRASAMHA" ... On or about 14th July.

For freight and further information

apply to SHEWAN, TOMES & Co.

General Agents. 1819

Hongkong, 24th June, 1913.

GLEN LINE (McGREGOR, GOW & CO.,

LIMITED).

FOR HAVRE, LONDON AND

ANTWERP.

THE Steamship

"GLENSTRAE" ...

Captain Jas. McGillivray, will be despatched

for the above Ports on or about 18th July, 1913.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents. 1786

Hongkong, 20th June, 1913.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT THE MALABAR

COAST.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "PATHAN" ... On or about 25th July.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents. 840

Hongkong, 1st July, 1913.

PASSED THE CANAL.

May 30th—Antiochia, Nore.

June 8th—Ernest Simons, Glenroy,

Pewer, Tydens, Den of Glamis.

June 10th—Bohemian, Nippon.

June 13th—Bohemian, Indrani, Namur,

Wile, Perseus.

June 17th—Benglow, Dunbar, Lemas,

Yorch, Kansas, Lovat.

June 20th—Bayern, Miyasaki Maru,

Nagasaki, Prinz Ludwig, Tanga Maru,

Vancouver, Ostwald Range, Yangtze,

Amazon, O. J. A. Ahlers.

June 24th—Chazee, Liberia, Meimar,

June 27th—Lithian, Stenior, Nankin,

Demodocus.

July 1st—Devenue, Konang, Si,

Fatawa, Peking, Princess Alice, Afghan,

Prince, Arabia, Pranguebar, Glenfarg,

Magellan.

July 4th—Belgravia, Konigen, Luitse,

Kamo Maru, Kileno Maru, Oanfu,

Peleus, Polyestien.

ARRIVALS AT HOME.

July 4th—Bayern, Prinz Ludwig, Tanga

Maru.

SHIPPING REPORTS.

The Dutch str. Tjibodas reports:

Splendid weather.

The British str. Chipshing reports:

Moderate monsoon 22 hours fog, S.E.

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Hongkong, 10th March, 1913.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SANDAKAN, "MAUSANG" ... Tuesday, 8th July, D'light.

TIENTSIN, "CHIPSHING" ... Thursday, 10th July, Noon.

SINGAPORE, PENANG & CALCUTTA, "FOOKSANG" ... Thursday, 12th July, 2 P.M.

SINGAPORE, PENANG & CALCUTTA, "YUENSANG" ... Sunday, 13th July, D'light.

SINGAPORE, PENANG & CALCUTTA, "NAMSANG" ... Sunday, 13th July, D'light.

SINGAPORE, PENANG & CALCUTTA, "K'WONGSANG" ... Tuesday, 15th July, 2 P.M.

SINGAPORE, PENANG & CALCUTTA, "LAISANG" ... Saturday, 19th July, 2 P.M.

SINGAPORE, PENANG & CALCUTTA, "LOONGSANG" ... Saturday, 19th July, 2 P.M.

SINGAPORE, PENANG & CALCUTTA, "LOONGSANG" ... Saturday, 19th July, 2 P.M.

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SINGAPORE, PENANG & CALCUTTA, "LOONGSANG" ... Saturday, 19th July, 2 P.M.

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The S.S. "ITOLA," 5,257 tons gross, Capt. W. W. Tucker, will be despatched for

SINGAPORE, PENANG and RANGOON on the 15th July, at Daylight, taking Cargo

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The S.S. "YADALA," 3,334 tons gross, Captain C. G. Coolin, will be despatched for

YOKOHAMA and KOBE on 10th July, at Noon, taking Cargo at Current Rates.

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AGENTS.

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Hongkong, 5th July, 1913.

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS. (14)

Hongkong, 7th July 1913.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island, the nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k," together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA ...	Brit. str.	—	C. B. Irving, R.N.R.	P. & O. S. N. Co.	About 9th inst.
LONDON & ANTWERP	FLINTSHIRE ...	Brit. str.	—	C. H. S. Toogood, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
LONDON, VIA USUAL PORTS OF CALL.	CHINA ...	Brit. str.	—	Jas. McGillivray	P. & O. S. N. Co.	About 18th inst.
HAVRE, LONDON & ANTWERP	GOLDENFELS ...	Ger. str.	k. w.	Dieterichsen	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE, BREMEN & HAMBURG, &c.	BREITENBURG ...	Ger. str.	k. w.	Masulius	HAMBURG-AMERICA LINE	To-day.
DUNKIRK & HAMBURG, &c.	ALZMARK ...	Ger. str.	k. w.	Knaebel	HAMBURG-AMERICA LINE	On 14th inst.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.	KAGA MARU ...	Jap. str.	—	Tabata	MESSAGERIES MARITIMES	On 16th inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATLANTIQUE ...	Fr. str.	—	Bahlo	HAMBURG-AMERICA LINE	On 15th inst., at 1 P.M.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	PAEUSSEN ...	Ger. str.	k. w.	T. Saito	OSAKA SHOSEN KAISHA	On 8th Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	SEATTLE MARU ...	Jap. str.	—	S. Wada	OSAKA SHOSEN KAISHA	On 10th inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	YOKOHAMA MARU ...	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 15th inst., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &c.	MEXICO MARU ...	Brit. str.	—	F. Prosch	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	DEN OF RUTHVEN ...	Ger. str.	—	J. P. Jones	MESSAGERIES MARITIMES	On 9th inst., at 10 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	DEFFLINGER ...	Aus. str.	—	E. P. Jones	SANDER, WILHELM & Co.	On 15th inst., at 4 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 31st inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 14th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 23rd inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 16th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 25th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 30th Aug., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 18th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 18th inst., at 3 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 12th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 16th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 19th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 30th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 5th Aug., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	Quick despatch.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 10th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 31st inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 12th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 22nd inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 33rd inst., at 11 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 18th inst., P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 15th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 10th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	To-morrow, at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 9th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 10th inst., at 4 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 12th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 12th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 17th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 17th inst., at 4 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 17th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 20th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 1st Aug., at 6 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	Quick despatch.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	To-day, at 11 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 9th inst., at 10 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 16th inst., at 2 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 13th inst., at Noon.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	To-morrow, at 11 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 9th inst., at 11 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 11th inst., at 11 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 15th inst., at 11 A.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	To-morrow, at 4 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 12th inst., at 2 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 16th inst., at 4 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 19th inst., at 2 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	Quick despatch.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	To-morrow.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 30th inst., P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 10th inst., at 2 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 12th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 15th inst., at D'light.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 15th inst., at 2 P.M.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	On 26th inst.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	To-morrow, at D'light.
YOKOHAMA, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	COBBEN ...	Brit. str.	—	J. P. Jones	SANDER, WILHELM & Co.	Middle of July.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE BANK LINE, LIMITED. HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

(ANDREW WEIR & CO.)
TRANS-PACIFIC SERVICE.
 SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
 TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
 CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
 COMMON POINTS.

INDIAN AFRICAN LINE.
 Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
 DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
 CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
 AFRICAN LINE.

PROPOSED SAILINGS.
 From Hongkong: 2nd August. Connecting with "MIRAMICHI" 15th August.
ORIENTAL AFRICAN LINE.
 Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
 DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
 TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
 Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
 For Dates and Further Information, apply to—
THE BANK LINE, LIMITED,
 MANAGING AGENTS.
 138

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
EASTWARD.
 S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
 to SHANGHAI, KOBE and MOJI on 8th July, at Noon.
 S.S. "JAPAN," 6,015 tons, Captain C. F. Seddon, will be despatched
 to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 12th July.
WESTWARD.
 S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched
 for SINGAPORE, PENANG and CALCUTTA on 26th July.
 S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
 on above on 2nd August.
 The above Steamers have excellent Saloon accommodation for Passengers and are fitted
 with all modern conveniences and carry a duly qualified surgeon.
 For Freight or passage, apply to—
DAVID SASSOON & CO., LTD.,
 Hongkong, 7th July, 1913. Agents. 180

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

From HONGKONG calling at	COMFORT.
MONGOLIA 27,000 tons, twin screws.	
MANCHURIA 27,000 tons, twin screws.	
KOREA 18,000 tons, twin screws.	
SIBERIA 18,000 tons, twin screws.	
NILE 11,000 tons.	
CHINA 11,000 tons.	
PERSIA 9,000 tons.	
From HONGKONG calling at	SAFETY.
SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONO. LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.	
From HONGKONG calling at	SPEED.
SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONO. LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.	

SOME FEATURES OF SERVICE.
 Lights, Fans, Swimming Tank, Band, Cuisine, Games,
 Amusements, Wireless, Submarine Signal Service, and
 Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities
 the cost is but £120, including berth and meals across America. To San Francisco
 via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
 First Class accommodations are provided for £54 to London (return ticket £90.10s.)
 and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular
 or Civil Service, on application.

Steamers	Tons	Starting
SIBERIA	18,000	FRIDAY, 18th July, at 1 P.M.
CHINA	11,000	TUESDAY, 26th July, at 3 P.M.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug., at 3 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.

• INTERMEDIATE STEAMERS.
 Passengers holding through Tickets have the privilege of travelling by Train between
 KOBE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	From MANILA.
Leave Hongkong: 29th July ... CHINA ... 31st July ...	Leave Manila: 19th July ... CHINA ... 21st July ...
16th Aug. ... NILE ... 18th Aug. ...	25th July ... MANCHURIA ... 27th July ...
13th Sept. ... PERSIA ... 15th Sept. ...	6th Aug. ... NILE ... 8th Aug. ...
14th Oct. ... CHINA ... 16th Oct. ...	14th Aug. ... MONGOLIA ... 16th Aug. ...
28th Oct. ... NILE ... 30th Oct. ...	2nd Sept. ... PERSIA ... 4th Sept. ...

LET US PLAN AN ITINERARY FOR YOU.
 King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
 Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
 VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
 VIA SHANGHAI.

FOR SHANGHAI, KOBE AND MANILA
 YOKOHAMA ... On 14th July, at 6 A.M.
 MARSEILLES VIA PORTS ... On 15th July, at 1 P.M.
TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
 and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
 and BLACK SEA.
 Through Tickets to LONDON via PARIS, from £7.10 up to £71.10 20 hours
 Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
 arrival in Marseilles.
 For further particulars apply to
S. O. DE BUSSIERRE, Acting Agent,
 QUEEN'S BUILDING

THE HONGKONG DAILY PRESS, MONDAY, JULY 7th, 1913.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. MONDAY, 7th JULY, 1913.
 8 a.m. "HONAM."
 10 p.m. "KINSHAN."
CANTON TO HONGKONG.
 8 a.m. "HEUNGSHAN."
 5 p.m. "FATSHAN."
TUESDAY, 8th JULY, 1913.
 8 a.m. "HEUNGSHAN."
 10 p.m. "KINSHAN."
 A Telephone service has been recently installed on the Canton Company's steamers.
 Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
 Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
 Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
 Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.
EXCURSION TO MACAO.
 SUNDAY, 13th JULY, 1913.
 The Company's Steamship "SUI AN"
 Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
 Macao at 5 p.m.
 N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
 and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
 This Steamship connects with the excursion steamer returning from Macao at 5 p.m.
FARES AS USUAL.
 Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
 One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
 Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
 Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
 Company's direct steamers "LINTAN" and "SANUT." These vessels have superior
 Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
 Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
 Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor), opposite the Blake Pier. 151

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOEBER," 9,000 tons, will leave as above on 15th July, at 4 p.m.
 Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor
 Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBEY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July.
 These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
 Passengers, no surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
 Via Venice, Milan, Simplicon, Lonsanne, Paris, Calais or Boulogne, Class I £28.15, II £26.15.
 Via Venice, Milan, St. Gotthard, Lucerne, Bâle, Laon, Calais or Boulogne, Class I £28.15, II £26.15.
 Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.15, II £28.00.
 Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £25.10.
TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 A.M.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £3 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July.
 Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents,
 Hongkong, 3rd July, 1913. Princes' Building. 152

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
 For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
 YORK BUILDINGS, TOP FLOOR.
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SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
 New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU... 22,000 tons.
S.S. CHYO MARU... 22,000 tons.
S.S. SHINYO MARU... 22,000 tons.
AND
S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
 HONOLULU. Semi-tropical route—String Orchestra, Daily bath, bathing, cricket,
 baseball, dances and free newspaper containing World's happenings by wireless.
WESTERN PACIFIC—DENVER AND
RIO GRANDE.
 The T.K.K. line connects at San Francisco with the palatial trains of the Western
 Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
 WITHOUT CHANGE.
 Through Standard Sleepers,
 Through Tourists' Sleepers,
 Dining Cars—Observation Cars.
 Electric Lights—Electric Fans, Union Depots.
 New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
 Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
 Convenient connections at Chicago with trains for New York Transatlantic Steamers;
 and other Eastern points.
 When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
 Ticket form No. 625.

SAN FRANCISCO SCENIC ROUTE

C. LACY GOODRICH,
 GENERAL ORIENTAL AGENT.
 75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. Tabusa	12,500	WEDNESDAY, 16th July, at 4 P.M.
	ATSUTA MARU Capt. —	16,000	WEDNESDAY, 30th July, at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	YOKOHAMA MARU Capt. Wada	12,500	TUESDAY, 15th July, at 4 P.M.
	SANUKI MARU Capt. Richards	12,500	TUESDAY, 29th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. S. Tomioka	12,500	WEDNESDAY, 30th July, at Noon.
	NIKKO MARU Capt. M. Yagi	9,600	WEDNESDAY, 27th Aug., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 12th July.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamoshita	12,500	MONDAY, 7th July.
KOBE and YOKOHAMA	MIYASAKI MARU Capt. Soyeda	16,000	THURSDAY, 17th July, at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	KANAGAWA MARU Capt. Machida	12,500	MONDAY, 7th July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	9,600	WEDNESDAY, 30th July, at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SHINYO MARU Capt. Okuma	12,500	WEDNESDAY, 16th July.

5 Fitted with New System of Wireless Telegraphy.
 1 Cargo only

REDUCED SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.
 For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
 Telephone Nos. 292 and 1241. (11-12-13)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
MARSEILLES AND LONDON
 TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MAJOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MATMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
 the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved to
 Hongkong at the time of Booking.
FARES TO LONDON:
 1st SALOON £71.10 SINGLE, £106.14 RETURN.
 2nd " £48.3 " £72.12
 IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
 CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
 PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 15
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
 1st SALOON £55.0 SINGLE, £82.10 RETURN.
 2nd " £38.10 " £57.4
 All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy
 For further Particulars, apply to—
B. A. HEWETT,
 SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	SUNDA Capt. C. E. Irving, R.N.R.	About 9th July.	Freight and Passage.
SHANGHAI, MOJI, KOBE (NAMUR AND YOKOHAMA)	ASSAYE Capt. A. Collyer	About 12th July.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. Caldwell	About 17th July.	Freight and Passage.
LONDON via SUEZ CANAL PORT SAID, CHINA	Capt. C. H. S. Toogood, R.N.R.	Noon, 19th July.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 7th July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SAIGON	"TAMING"	On 7th July, 11 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th July, 4 P.M.
SHANGHAI	"ANHUI"	On 10th July, 4 P.M.
SHANGHAI	"CHENAN"	On 12th July, 4 P.M.
SHANGHAI	"HUICHOW"	On 15th July, Noon.
SHANGHAI	"LUCHOW"	On 17th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule direct every Thursday and Sunday, taking Cargo on leaving Hongkong for Shanghai and Northern China Ports.

Through Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE £15.....RETURN \$75.

For Freight or Passage apply to—

HONGKONG, 7th July, 1913.

BUTTERFIELD & SWIRE, AGENTS

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via the STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR DUNKERQUE & HAMBURG	S.S. BIRKENHEAD	7th July.
FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	S.S. ALTMARK	14th July.
FOR HAVRE, BREMEN & HAMBURG	S.S. GOLDENFELS	24th July.
FOR VANCOUVER, SEATTLE and/or Tacoma & PORTLAND (Or).	S.S. BRISGAVIA	25th July.
FOR MARSEILLES, HAVRE & HAMBURG	S.S. PREUSSEN	8th Aug.
FOR HAVRE, DUNKERQUE, ROTTERDAM & HAMBURG	S.S. BERMUDA	20th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th July, 1913

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 13 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. S. Roach	TUESDAY, 8th July, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 11th July, at 11 A.M.
"HAIYANG"	Capt. W. C. Patterson	TUESDAY, 15th July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 9th July, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Months of July and August FIRST CLASS RETURN FARES to

FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,

General Managers.

Hongkong, 5th July, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	On 25th July.	On 19th July, Noon. On 16th Aug, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, NOON.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	B. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	T. Sagara	FRIDAY, 19th Sept., at Noon.

The S.S. "SHINYO MARU" will be dispatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 12th July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TRUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

237

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 3rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 20th Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 17th Sept., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	M. Nemoto	SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 16th July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	S. Tokushige	SUNDAY, 13th July, at Noon.
"DAIJIN MARU"	M. Nagano	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 9th July, at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z KAMIYA

MANAGER

Second Floor, No. 1, Queen's Building.

741

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATA
ZAFIRO	4000	F. S. McMurray	Manila, Mungarin, Iloilo and Cebu	On 16th July, 4 P.M.
RUBI	4000	J. Miller	Manila, Mungarin, Iloilo and Cebu	

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 9th June, 1913.

PHILIPPINES S.S. Co.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 31' 6"

Pumps Empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212. Telegraphic Address—"TAIKOO DOCK."

144

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of July.	SHANGHAI	First half of July.
TJILWONG	SHANGHAI	First half of July.	JAVA	Second half of July.
TJIMAH	JAVA	First half of July.	JAVA	Second half of July.
TJILATAP	JAPAN	Second half of July.	JAVA	Second half of July.
TJIMANOEK	JAVA	Second half of July.	JAPAN	Second half of July.
TJIPANAS	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	First half of August.
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 7th July, 1913.

Telephone No. 275.

16

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAITUAN"	12th July.	16th July.
"CHANGSHA"	20th August.	25th August.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 4th July, 1913. Telephone No. 36. AGENTS.

1847

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER"	Capt. P. Prosch, 17,000	Wed'day, 9th July, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK"	Capt. H. Formes, 17,000	About Wed'day, 9th July.
MANILA, ANGAUL, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	Capt. L. Klugkist, 6,750	Saturday, 12th July, at 9 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND"	Capt. D. Lenz, 6,000	About Tuesday, 22nd July.
KUDAT and SANDAKAN	"RAJAH"	Capt. C. Rosieffsky, 5,000	About Middle of July.
	"BOREO"	Capt. J. Koshler, 5,000	About End of July.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELBOURNE & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th July, 1913.

4

